

Implementation Plan

PERFORMANCE TARGETS

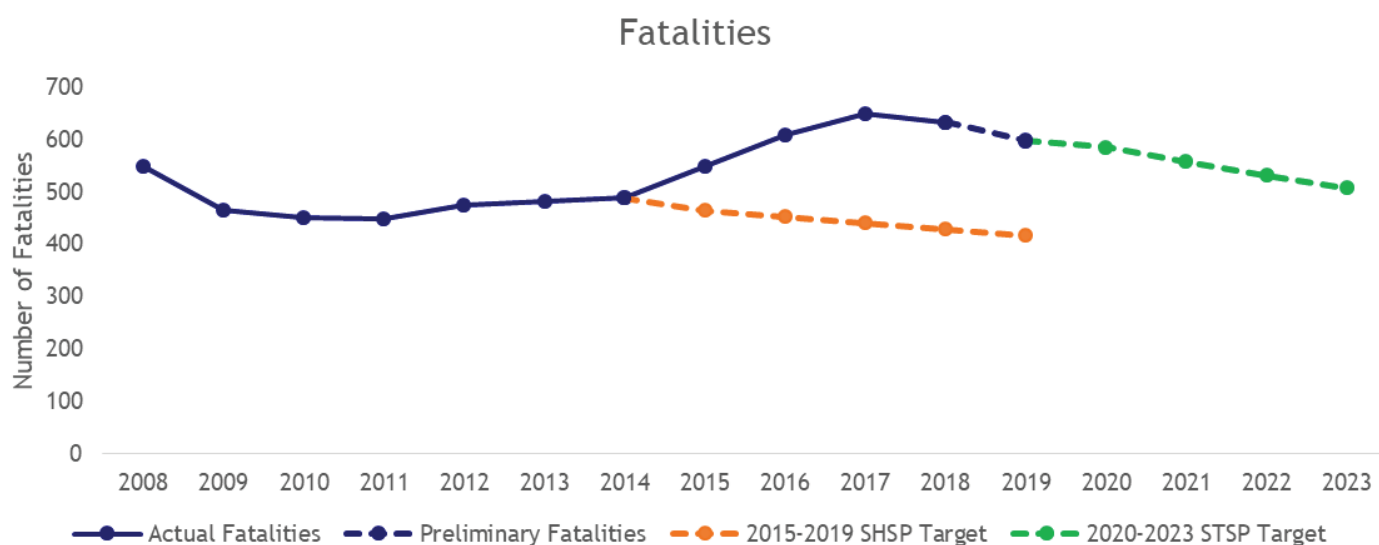
The Executive Committee and the Steering Committee provided direction on setting the 2020-2023 Colorado Strategic Transportation Safety Plan (STSP) performance targets for rates of fatalities and serious injuries for the STSP 2020 to 2023 time frame. The targets were set after review of how well prior plan targets have been met.

The performance targets set in the 2014 Colorado Strategic Highway Safety Plan were based on review of actual observed data over the 2008 to 2013 five-year performance period. The performance target years for the 2014 Colorado Strategic Highway Safety Plan were 2015 to 2019 including estimated data for 2014. To provide context in setting the targets for this STSP, the performance targets set in the 2014 Colorado Strategic Highway Safety Plan were compared to actual observed data for the 2014 to 2018 time frame. The data indicates that fatalities and the fatality rate increased beyond the set targets. It was also noted with concern that non-motorized fatalities increased during this time frame. While serious injuries were above the target set in 2014, the target for the rate of serious injuries has largely been achieved.

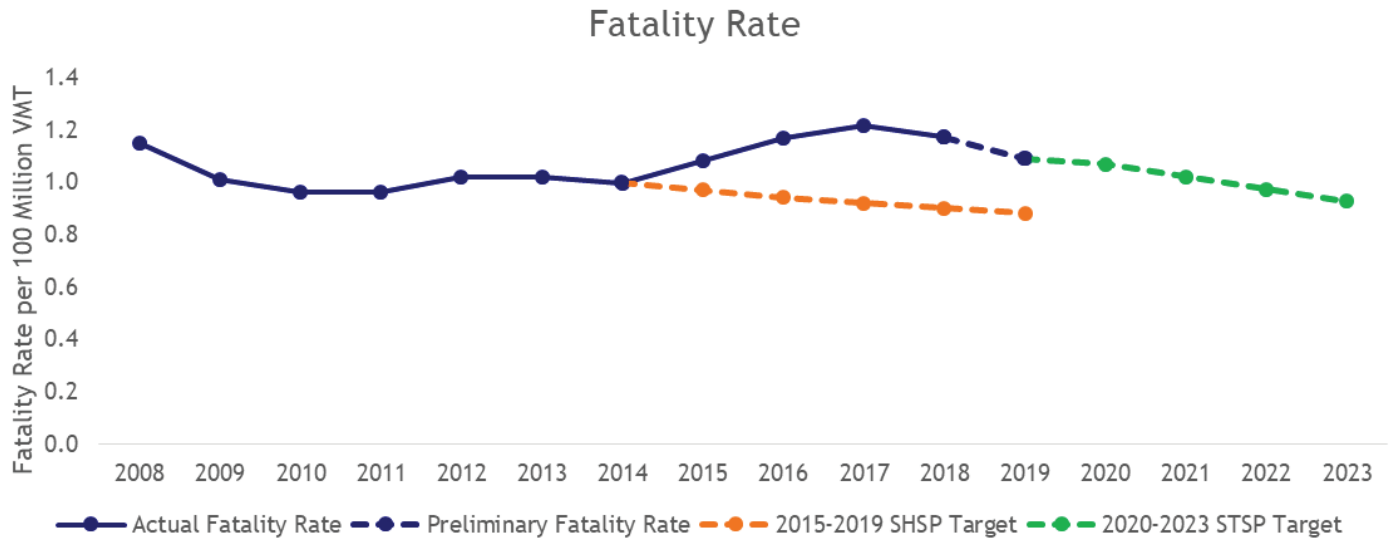
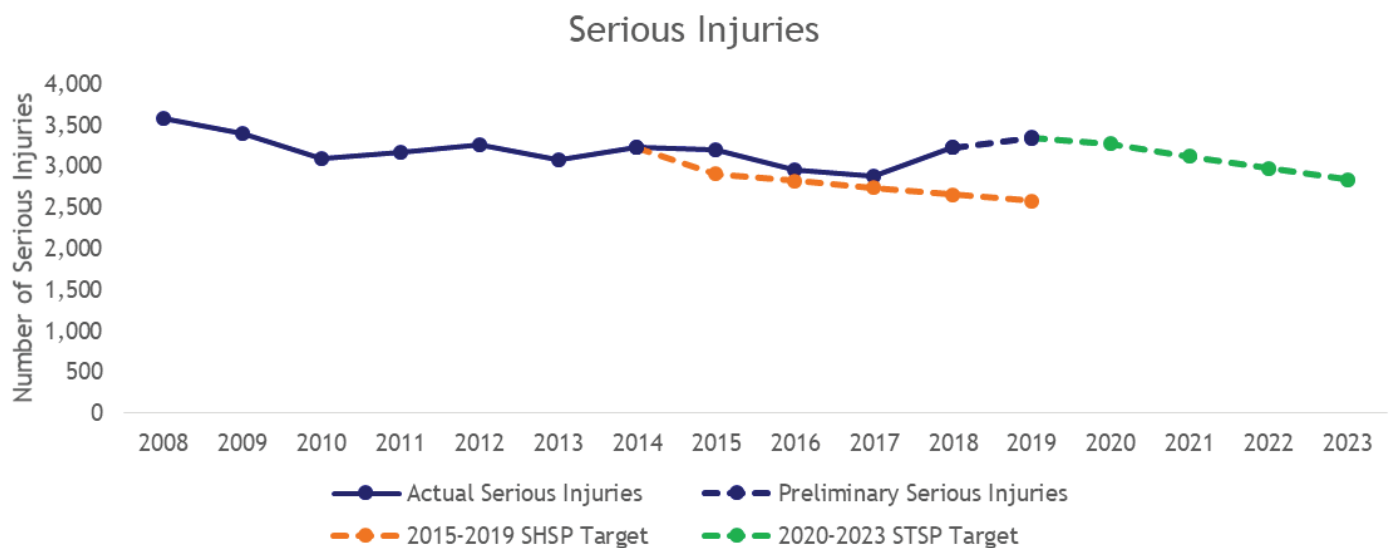
Moving forward, the committees realized that achieving performance targets is dependent upon the lead agencies' attention and devotion of resources to the implementation of STSP strategies. It was important to the committees that the current STSP performance targets reflect a serious intent toward achieving the vision. Recognizing that the STSP vision will be realized over a longer term than what is presented in this current STSP, it was agreed that **setting a 15% reduction in fatalities and serious injuries as the performance target for the 2020 to 2023 time frame was both plausible and aggressive**. Note: If vehicle miles traveled (VMT) increases as expected, a commensurate decrease in crash rates will be required to achieve the targeted reduction in serious injuries and fatalities.

The STSP acts as an overarching strategic plan. CDOT OTS and NHTSA, which have topic-specific annual targets per the FAST Act, should consider the STSP targets when setting their targets. *Figure 1 through Figure 4* display the targets set in the 2014 Colorado Strategic Highway Safety Plan, the observed occurrences and rates from 2008 to 2018, and the new performance targets for the 2020 to 2023 time frame. *Figure 5* presents these trends for non-motorized serious injuries and fatalities.

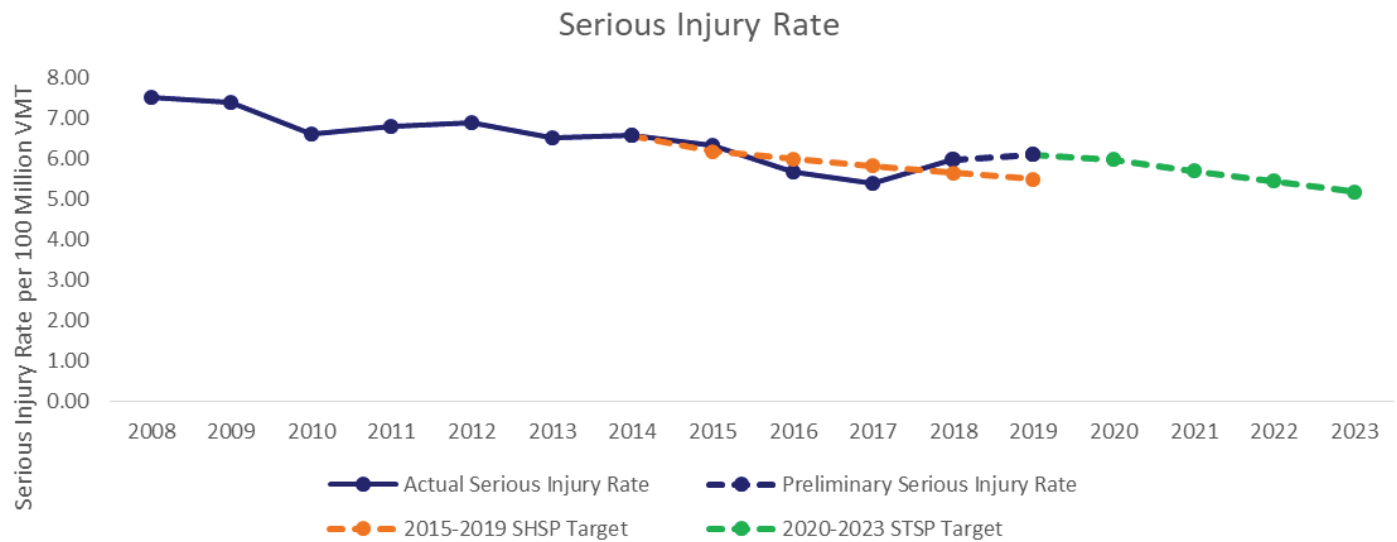
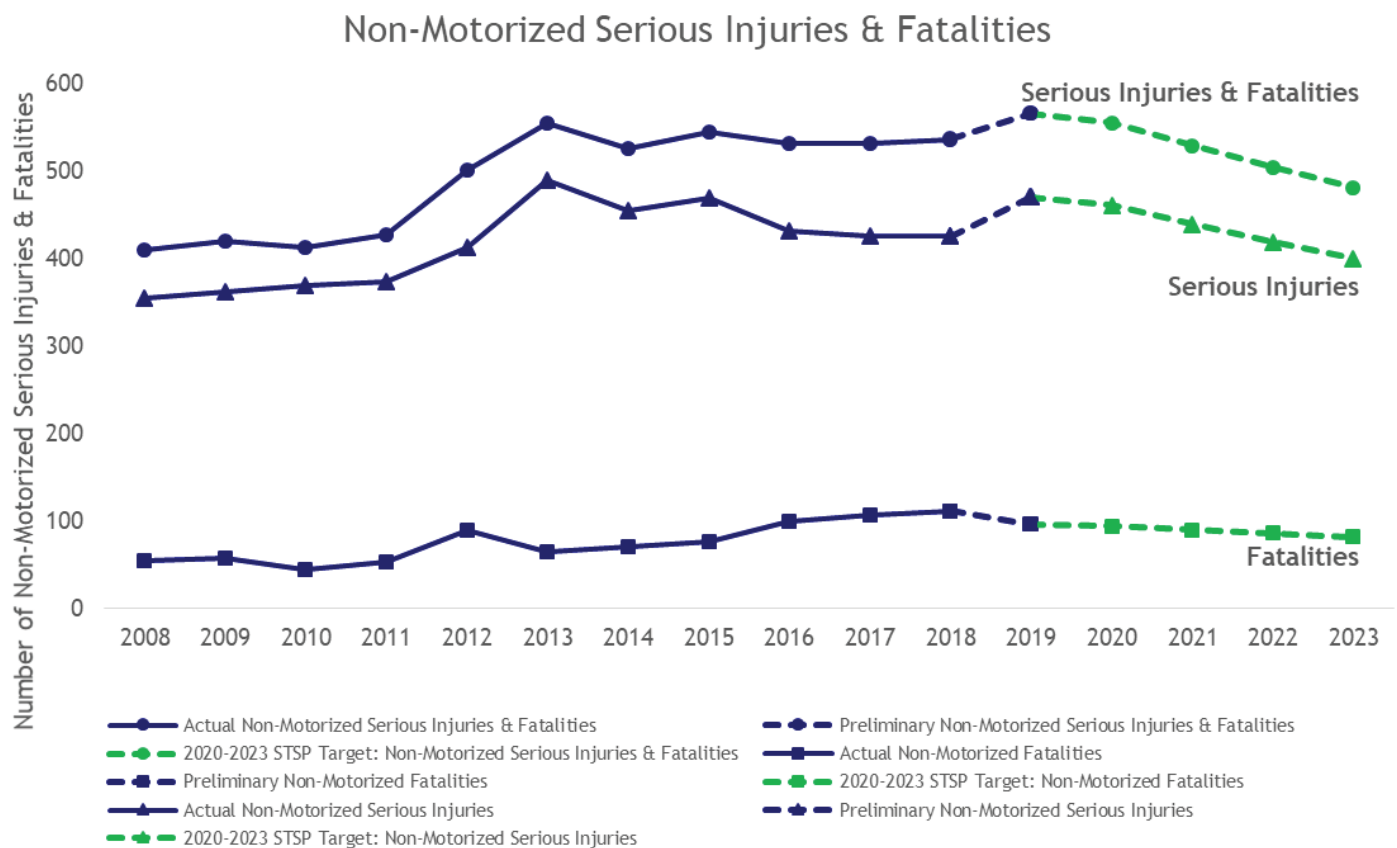
Figure 1: Actual, Estimated, and Targets for Fatalities



Note: Crash data from 2019, while used in the figure above, was still preliminary and undergoing review at the time this plan was finalized in April 2020. To maintain integrity of the analysis, the remainder of this plan utilizes a dataset through 2018, which is complete and finalized per CDOT and FHWA procedures.

Figure 2: Actual, Estimated, and Targets for the Fatality Rate**Figure 3: Actual, Estimated, and Targets for Serious Injuries**

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Figure 4: Actual, Estimated, and Targets for the Serious Injury Rate**Figure 5: Actual, Estimated, and Targets for Non-Motorized Serious Injuries and Fatalities**

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